

Report to: Economy, Transport and Environment Scrutiny Committee
Date of meeting: 1 July 2015
By: Director of Communities, Economy and Transport
Title: Road Safety Update Report
Purpose: To update the Committee on Road Safety and joint working partnerships.

RECOMMENDATIONS: Scrutiny Committee is recommended to note the progress made by the Road Safety Team and support the progress made with the Sussex Safer Roads Partnership and in working with the local Community Safety Partnerships.

1 Background

1.1. Previous Scrutiny Reviews of Road Safety have focussed on the working relationship with the Sussex Safer Roads Partnership (SSRP) and the work being carried out with the Community Safety Partnerships and Public Health.

2 Supporting information

2.1. The Sussex Safer Roads Partnership (SSRP), the Community Safety Partnership and Local Road Safety Groups continue to provide a consistent, targeted approach to educating road users, especially those identified as being from high priority groups such as 16-24 year olds. They are also investigating a number of measures relating to road safety:

- Upon validation of the crash statistics by the Department for Transport (DfT) the team will be assessing which sites might be considered for work as part of their annual Local Safety Scheme.
- The Sussex Safer Road Partnership (SSRP) will be discussing what the priority areas are, confirmation of these priority areas will influence their targeted education programmes delivered in conjunction with the SSRP.
- The team have identified a number of roads to be progressed as part of their Route Study programme.
- Public Health has provided an additional £125,000, to continue with the speed limit reduction programme which is prioritised towards the highest risk roads.

2.2. As part of the current medium term financial plan £150,000 of the £305,000 savings target for Road Safety has been achieved in 2014/15 with £155,000 carried forward as a savings target in 2015/16. Road Safety Education savings are unachieved in part, as the savings were initially allocated without recognising the income generated by activities. Communities Economy & Transport (CET) will review where mitigations for these savings can be made and look to move the saving in due course.

2.3. As part of the Reconciling Policies, Performance and Resources, the Road Safety Team's contribution to the SSRP has been reduced to a nil contribution from the 2014/15 financial year. Extensive work has been undertaken in re-assessing the funding for the SSRP and as from the 2015/16 financial year the partnership agreed that the financial surplus generated by Sussex Police from running diversion courses such as Speed Awareness Training would be used to support the operation of the partnership.

2.4 The management of the diversion courses for Sussex Police is by a joint venture between East and West Sussex County Councils.

2.5 The governance of the SSRP has been under discussion, and it has now been agreed that the most appropriate method of overseeing the organisation, setting its priorities and dealing with longer term issues would be through a Memorandum of Understanding (MOU). A copy of the MOU covering the period 2015 - to 2018 is attached as Appendix 1. As part of the governance debate it was also agreed that a long term strategy setting out the aims and objectives of the partnership should be agreed. This will enable individual partners to set their local priorities to underpin this more strategic vision. A copy of the latest SSRP Road Safety Strategy with the latest delivery Plan is attached as Appendix 2.

2.6 The SSRP Road Safety Strategy has influenced the latest Road Safety Service Plan which forms part of the Communities Department's Business Plan for 2015 – 2016, the road safety extract is attached as Appendix 3. The Road Safety Service Plan identifies the team's main priorities and the potential risks associated with the main activities. A short list of the Road Safety Team's main workload is attached as Appendix 4. This is not in any priority order, but gives a flavour of the main workload, with a breakdown of the relevant budgets as Appendix 5.

2.7 The latest casualty figures indicate that there has been an increase of Killed and Serious Injury (KSI) casualties in 2014 of 14.5% over the 2013 figure. Whilst this figure is of concern it does reflect a general increase in similar casualties nationwide. An extract for the Transport and Environment Portfolio Plan for 2015/16 – 2017/18 is attached as Appendix 6. The SSRP are analysing these figures to identify any changes that are required in their prioritised approach.

2.8 The Road Safety Team have continued to improve their partnership working arrangements with other agencies with an interest in road safety including the Safer Communities Partnership, local road safety groups such as the Wealden and Rother Safer Roads Groups and Public Health. (A copy of their Road Safety Initiative is attached as Appendix 7).

2.9 Public Health has allocated £1m to reduce KSIs in the County, and this will be used to deliver a 3 year programme of targeted activity. We are currently developing the draft programme which will ensure this funding is spent efficiently and effectively, and this will be presented to a joint ETE and Audit and Best Value (A&BV) scrutiny board in the Autumn. The programme will focus on the following actions: behaviour change and education, growing and strengthening local partnerships, and development of a better evidence base. In addition there will be a detailed evaluation plan for the programme.

3 Conclusion and reasons for recommendations

3.1. It is recommended that the Scrutiny Committee notes the progress being made with the Sussex Safer Roads Partnership and the development of better working relationship with the local community groups such as the Safer Communities Partnership.

RUPERT CLUBB

Director of Communities, Economy and Transport

Contact Officer: Brian Banks

Tel. No. 01424 724558

Email: brian.banks@eastsussex.gov.uk

LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None